

Hongkong Daily Press.

ESTABLISHED 1857

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No. 17,501. 號一零百五千七萬一第 日八十月五年寅甲 HONGKONG, THURSDAY, JUNE 11th, 1914. 四拜禮 號一十月六年三國民華中

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STERILIZED
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PORTLAND CEMENT.**

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In Bags 250 lbs. net.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th June, 1914.

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No. 2, Pedder Street, Hongkong.
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LIMITED.**

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " to 10.00 " " 10 "
10.00 " to 11.00 " " 15 "
11.30 " to 12.45 p.m. " 15 "
12.45 p.m. to 1.15 " " 10 "
1.15 " to 1.45 " " 15 "
1.45 " to 2.15 " " 10 "
2.15 " to 5.00 " " 15 "
5.00 " to 8.10 " " 10 "

NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " to 11.00 " " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m. " 15 "
1.00 p.m. to 5.00 " " 15 "
5.00 " to 6.00 " " 10 "
6.00 " to 7.00 " " 15 "
7.00 " to 8.10 " " 10 "

NIGHT CARS as on Week Days.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
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Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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Custom-house brokerage and insurance undertaken. Rates moderate.
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AND EUROPE, VIA DAIREN.

TIME TABLE

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NORTH BOUND.				SOUTH BOUND.			
Station	Time	Station	Time	Station	Time	Station	Time
Shanghai	8.15 a.m.	Shanghai	8.15 a.m.	Shanghai	8.15 a.m.	Shanghai	8.15 a.m.
Shanghai	11.15 a.m.	Shanghai	11.15 a.m.	Shanghai	11.15 a.m.	Shanghai	11.15 a.m.
Shanghai	2.15 p.m.	Shanghai	2.15 p.m.	Shanghai	2.15 p.m.	Shanghai	2.15 p.m.
Shanghai	5.15 p.m.	Shanghai	5.15 p.m.	Shanghai	5.15 p.m.	Shanghai	5.15 p.m.

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LETTER BOX 420.

Hongkong, 20th May, 1914.

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Teak and Hardwood supplied Machine Sawn to any Dimensions.

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Hongkong, 2nd May, 1914.

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Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
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A FIRST CLASS AND UP-TO-DATE HOTEL.

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Presents Selections during TEA and
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
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GUIDES AND CHAIRS PROVIDED.

Every Information and Special Attention
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SURGEON DENTIST.
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 20th March, 1914.

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Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

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Hongkong, 18th April, 1914.

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BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.WATSON'S
HOUSEHOLD
AMMONIA.FOR THE BATH, TOILET,
AND HOUSEHOLD. Used in
the Bath it promotes a healthy action
of the skin, counteracts all effects of
perspiration, and is refreshing and
invigorating. It is especially useful
for cleaning Jewellery, Silver, and
Plated Ware, etc.WATSON'S
PURE CARBOLIC
SOAPS.Highly recommended by the Medical
Profession for the Bath and Toilet.
In three strengths: 20 per cent.,
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SHAVING STICKS.The cheapest and best in the market.
They give a free and lasting lather,
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For delicate and sensitive skins they are
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LIMITED,
HONGKONG DISPENSARY AND
KOWLOON DISPENSARY.

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names and addresses with communications
addressed to the Editor, not for
publication but as evidence of good faith.
All letters for publication should be
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P.O. Box, 54. Telephone No. 12.HONGKONG OFFICE: 10A, DES VOGES ROAD C.
KOWLOON OFFICE: 131, PRINCE STREET, E.C.

The Daily Press.

HONGKONG, JUNE 11TH, 1914.

The view of the Hongkong landlord presented in the contributed article published in another column, wherein he is represented as filling a rôle akin to the "Get-rich-quick Wallingford" is one which is widely adopted in the Colony, but, as we have had occasion to point out before, the high rents prevailing in Hongkong do not necessarily mean that all landlords are making enormous profits. The man who bought house property ten or fifteen years ago, and still holds it, is unquestionably profiting enormously by present day rentals; while those who have taken advantage of the steady rise in the value of property in recent years owing to the pressure of a growing population upon available accommodation have undoubtedly realised handsome profits. The higher the price a man pays for house property, the higher, of course, must be the rentals to make the investment remunerative. It is a well-known fact that during the past few years a very large amount of house property in the Colony has changed hands at very high prices, and it cannot be confidently said, we think, that the majority of landlords are getting, even at the present level of rentals, an unreasonably high return upon their investments. Many are, no doubt; but can this be said generally of local landlords? As some guide to the question, look at the returns paid to shareholders by the local companies. The

Hongkong Land Investment and Agency Co., Ltd., returns 7 per cent.; Humphreys Estate and Finance Co., Ltd., 5 per cent.; the Kowloon Land and Building Co., about 9½ per cent.; and the West Point Building Co., Ltd., 9 per cent. These percentages are on paid up capital, and it must be admitted that the returns scarcely support the view that the landlords are avaricious and "getting rich quick." It may be said that the income derived by the companies from their property does not, in all cases, represent the total sum paid by the actual tenants, because large blocks of houses are sometimes leased to individuals who make a profit—probably a substantial one—by sub-letting. To what extent this is done we have no ready means of ascertaining, but it seems clear that while individuals who acquired house property years ago are obtaining very large returns on their investments, shareholders in the public companies are not getting a rate of interest which can be described as unreasonably. We have been led into these reflections by the anticipations our contributor holds out of much lower rentals in the new suburb which it is desired to develop in the neighbourhood of Deep Water Bay. There, we believe, the idea is to provide opportunities for individuals to build their own houses and become their own landlords, and those who do that may reasonably expect to be able to live more cheaply than is possible now. Building sites in that part of the island will be cheaper than they are in the immediate neighbourhood of the city, and presumably much of the stone for building purposes is procurable in the district. So that even though the boom in the building trade, which would be created by the starting of work on the new suburb, should tend to enhance rather than decrease the cost of labour, it ought to be possible to build houses there more cheaply than is possible at the present day within the limits of the City of Victoria. Mr. MONTAGUE EDE, the promoter of the Portuguese Housing Scheme, who went very thoroughly into the question of building costs, was able to promise houses at Wongnei-chong at half the rentals tenants in the city are now paying; and we have no doubt that the promoters of this new and attractive scheme for developing the district around Deep Water Bay have assured themselves of the possibility of satisfactorily meeting the demand for cheaper and healthier homes. Yet it does not require much foresight to picture a time not far distant when the new suburb with its beautiful bathing beaches and possible recreation grounds will become a popular holiday resort for people in other parts of the Far East. There are obviously great possibilities in that direction. What then will become of the suburb's early reputation for cheapness? But we can defer the consideration of this question till it threatens to arise, and merely note now the fact that there will be plenty of room for expansion beyond the area defined in the agreement now under the consideration of the Legislative Council.

The first Aquatic Fête under the auspices of the V.R.C. takes place on Saturday night. An announcement appears in our advertisement columns.

The second engineer on the *Nile* has complained to the police that whilst the steamer was lying off Taikoo Dock some person stole from his cabin a Smith-Wesson revolver and 50 cartridges.

Major-General C. A. Anderson, C.B., formerly the Officer Commanding the Troops in South China, and now a divisional commander in India, has been promoted to the rank of Lieutenant-General.

The following Admiralty appointments are announced:—Mr. G. B. McCormick, assistant ordnance store officer, R.N.O. Depot, Hongkong, to R.N.O. Depot, Upnor; Mr. C. D. J. Bell, assistant constructor, Hongkong, to Portsmouth.

Among the passengers who left yesterday by the *Empress of Asia* were Mr. W. G. Humphreys who is going on holiday to join Mrs. Humphreys in England; and Mr. W. H. Bell, of the Asiatic Petroleum Co., who also goes on holiday, and is accompanied by his wife and children.

"Col." Bob Love, who has for so many years been identified with the circus business in the Far East, will probably wish it to be known that the reports of his death at Hongkong, which have appeared in Bangkok and Singapore papers, are "very much exaggerated." He entered the Government Civil Hospital a fortnight ago suffering from blood poisoning in the foot and has had to have a toe amputated. He is still in hospital, but is making steady progress.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

INDUSTRIAL UNREST IN ITALY.

STRIKE DEMONSTRATORS FIRED AT BY SOLDIERS.

LONDON, June 10th.

A general strike has been declared in Italy, owing to Carabinieri firing at demonstrators at Ancona on Sunday, and killing two of them.

The demonstrators were denouncing the disciplinary Companies in the Army.

Many people have struck work in Rome, but the shops are for the most part open. There are strikes on a considerable scale in the important towns throughout the country.

The strikers have cut the railway at Ancona, and the question of a general railway strike is being discussed.

A number of demonstrators at Florence threw stones and bricks at the police, several of whom were injured. The police finally drew their revolvers, killing one man and wounding two.

One demonstrator was killed and eight wounded, and 25 troops and police were injured in rioting at Turin.

Troops at Rome fired a volley into the air, dispersing the mob, after scuffles in which several persons were injured.

Strikers in many places stopped the trains, placing stones and sleepers on the lines. They also broke the windows of the carriages.

THE NATIONALIST VOLUNTEERS.

MOVEMENT "BREEDS LIKE A PRAIRIE FIRE."

LONDON, June 10th.

Mr. John Redmond, M.P., the leader of the Irish Nationalists, in a letter, says that the Nationalist Volunteer movement has spread like a prairie fire since the Irish party announced their support of the movement. All the Nationalists in Ireland, he declared, would shortly be enrolled, and he suggests the strengthening of the governing body by an additional 25 representatives from all parts of Ireland.

THE NEW FRENCH CABINET.

M. RIBOT'S SUCCESS.

PARIS, June 10th.

M. Ribot has completed his Ministry. M. Bourgeois is Foreign Minister, M. Noulens, War Minister; M. Deleassé, Marine Minister; and M. Chautemps will be Minister for the Colonies.

LATER.

Subsequently M. Noulens withdrew acceptance of the portfolio of War, and the Cabinet had to be re-arranged. M. Deleassé going to the War Office, and M. Chautemps accepting the post of Marine Minister.

The Radicals and Socialists intend to move a resolution against the new Cabinet.

ASIATIC IMMIGRATION IN CANADA.

LONDON, June 10th.

The *Times* correspondent at Ottawa says it is understood that Canada and China are negotiating for a settlement of the immigration question on lines similar to the existing agreement between Canada and Japan.

LONDON BUILDING TRADE DISPUTE.

LONDON, June 10th.

The basis of an agreement has been reached in the London building trade dispute as a result of a conference between the delegates of the Trade Unions and the employers. The matter will be submitted to the ballot, but it is doubtful whether the men will accept it.

MAROONED OFF ALASKA.

A REVENUE CUTTER TO THE RESCUE.

LONDON, June 10th.

A revenue cutter at St. Michael's, Alaska, has been ordered to Wrangle Island to rescue the marooned crew of the *Karluk*.

BRITISH SQUADRON'S VISIT TO KIEL.

KIEL, June 10th.

The Municipality has voted a sum of 5,000 marks to entertain the British Squadron. There will be a Regatta Week. The Socialists supported the grant.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

DISABLED STEAMER FOUND.

A VALUABLE CARGO OF PHOSPHATES.

LONDON, June 10th.

The steamer *Cairnhill*, bound for Stettin, which was abandoned by all her crew except the Captain, the First and Second Officers, and the Fourth Engineer, and Steward off New Ireland on the 31st March, has been picked up and towed into New Guinea. The cargo, of phosphates, etc., was valued at £70,000.

[The steamer was reported to have broken her tail-shaft, and an Australian warship was dispatched to render her assistance.]

MORE VANDALISM BY SUFFRAGETTES.

LONDON, June 10th.

A Suffragette has mutilated a Romney in the Birmingham Gallery.

Police raided the Suffragettes' temporary headquarters at Westminster and seized a number of documents.

PARLIAMENT RESUMED.

LONDON, June 10th.

The House of Commons resumed yesterday. For several weeks the business will be of a routine and uncontentious nature, and excitement is not anticipated until the Home Rule Bill is introduced into the House of Lords.

ARMS SMUGGLING IN MEXICO.

AMERICAN GOVERNMENT DETAINS CARGOES FOR REBELS.

WASHINGTON, June 10th.

The Cabinet has ordered the detention of cargoes of arms which were being loaded at Galveston and Baltimore for the Mexican Rebels.

INDIA AND THE MONSOON.

BOMBAY, June 10th.

The monsoon has burst. The official forecast says there will probably be a defective rainfall in the existing famine area, where a plentiful monsoon is essential for the return of prosperity.

HOME COUNTY CRICKET.

LONDON, June 10th.

Essex beat Surrey at the Oval by 323 runs.

Northants beat Gloucestershire at Bristol by 143 runs.

The match between Worcestershire and Sussex at Worcester was abandoned.

OPIUM DEALER DEFRAUDED.

The police have been informed of a big fraud performed on a Chinese opium dealer, living at No. 27, Jervois Street, by a Chinese. It appears that on the 1st inst. a man named Cheung Pik Shan bought from the opium dealer four chests of Malwa opium, valued at \$25,500. The man paid \$4,000 in cash, and gave four drafts for the rest of the amount. The drafts, on being presented at the Bank, were declared to be forgeries.

CHINA AND THE SEA.

Although the political troubles in the Chinese Empire have for the time interfered with the placing of orders for new ships of war, and the proposal to obtain a naval mission from this country has been deferred, says the *Naval and Military Record*, the Chinese Government is persisting in training personnel. It has naval schools in existence now at Chefoo, Nanking, Foochow, Canton, and Wosung. The most notable of these institutions is the naval college at Chefoo. The building, spacious, well-equipped, and possessing ample grounds, lies about 14 miles to the east of the foreign quarter of Chefoo. Students of 12 to 16 years of age are admitted, and the whole course of training is free. A superintendent is in charge, and in addition there are assistants, inspectors, and teachers, numbering 16 persons in all. Provision is made for 192 students or cadets. The college curriculum includes English, geography, mathematics, sailing, rifle and gun practice, astronomy, and sundry other subjects. The "China Year-Book" for 1913 includes in the list of the Chinese Navy the training cruiser *Shaoan*, of 2,200 tons displacement, built in 1911 by Vickers, carrying a complete training-ship *Yingchiang*, built at Foochow in 1904, of 1,905 tons displacement, carrying a complement of 202. There is also the steel training-ship *Tungchi*, 1,900 tons, built at Foochow Arsenal in 1894, complement 155. Not only is the Chinese Government training officers for the new Navy which is to be created as soon as the political conditions in the Empire permit, but the students include young officers who are to be drafted into the mercantile marine. Potentially China is one of the richest countries in the world, and the new Government is evidently convinced that once political conditions become stable, a great future lies before China on the seas.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"]

SERVICE.]

CHINA SERVICE.

RAILWAY ENTERPRISE IN NORTH CHINA.

PEKING, June 10th.

The survey of the proposed route of the Chinchow-Chaoyang Pingchuan-Jehol Railway has been completed. The Chinchow-Chaoyang section of this line will be constructed by Chinese out of surplus funds of the Peking-Mukden railway and will cost \$4,225,000.

REBEL LEADERS ON TOUR.

PEKING, June 10th.

The Chinese Press at Shanghai reports the departure of Sun Yat-sen from Japan for Paris. The other rebel leaders have also left Japan, saying that they are going on a round trip through Europe.

CHINESE INTERIOR LOAN.

PEKING, June 10th.

The *Kuo Chuan-pao* reports that the President has sanctioned an Interior Loan for \$20,000,000.

EUROPEAN SERVICE.

LONDON, June 10th.

The British Press is demanding the institution of severer laws against excesses committed by suffragettes, as it is feared that otherwise the public will resort to lynching justice.

BRITISH OPINION OF THE NEW FRENCH CABINET.

LONDON, June 9th.

British imperialists hail the advent of the reactionary Cabinet of M. Ribot, and the *Daily Mail* declares that the friends of France would view with the profoundest regret the abolition of the three years' service.

THE RULER OF ALBANIA.

BERLIN, June 9th.

Serbia and Greece have declared themselves as being against a change of rulers in Albania in favour of a Mahomedan Prince.

A CONSTANTINOPLE ANNIVERSARY.

BERLIN, June 9th.

In view of Greek demonstrations, the Porte has decided to celebrate on Friday, the 12th instant, the anniversary of the capture of Constantinople by the Turks. The Greek world is greatly incensed and the Patriarch has ordered the closing of all the schools and churches as a sign of mourning over the Greek emigration from Asia Minor, and in view of the coming meeting at Constanza, in the hope of creating the impression that the Christians in Turkey are persecuted and to incite the wrath of the Orthodox Russians. Several of the Powers have admonished the Porte to ameliorate the condition of the Greeks in Turkish territory.

STRIKE IN ITALY.

BERLIN, June 9th.

A temporary general strike has occurred in Italy as a protest against the killing of a labourer at Ancona at the time of the demonstrations against the military disciplinary company.

ARMY COMPETITIONS IN BERLIN.

BERLIN, June 9th.

The great army competitions took place in the presence of Their Majesties at the Stadium in Berlin. The officers' competition, consisting of five events, was won by H.R.H. Prince Frederick Charles of Prussia, son of Prince Leopold, in splendid style.

Many eminent persons remarks a contemporary are great believers in "Sound Industries" and of Sound Industries. Nestlé's and Anglo-Swiss Consolidated Milk Co. are an excellent sample. The company made nearly 134 million francs (£24,000,000) in 1913 and pays 90 francs dividend. The capital is now £1,000,000 and the bonded debt £800,000 were paid in dividends.

THE NEW GOVERNOR OF MACAO.

Dr. Jose Carlos Maia, the newly-appointed Governor of Macao, reached Hongkong yesterday by the N. D. L. steamer *Derfflinger*, and was met by Capt. Alison A.D.C. to H.E. the Governor, and Mr. J. J. Leiria, the Portuguese Consul in Hongkong, who went out to meet him on the Government launch *Victoria*.

A guard of honour of one hundred rank and file and a band, supplied by the 8th Rajputs, was lined up at Blake Pier in honour of the distinguished visitor, and as he landed a salute was fired by the Kowloon battery, and the Rajputs Band played the Portuguese national anthem. After inspecting the guard His Excellency proceeded in a motor car to Government House to call upon H.E. Sir Henry May.

THE SMUGGLING OF OPIUM.

At the Magistracy yesterday a cook and a carpenter on the Douglas steamer *Haiyang* were charged with being in unlawful possession of 144 taels of raw opium. According to the evidence of Revenue Officer Wilden, the opium was found in a secret compartment in the carpenter's shop on board. The carpenter admitted to Inspector Wilden that there was raw opium concealed in the compartment, but denied that it belonged to him, and alleged that it was the property of a cook, whom he pointed out. The cook, who was defended by Mr. P. S. Dixon (of Messrs. Wilkinson & Grist) was discharged, but the carpenter was fined \$1,000, or six months' imprisonment.

Revenue Officer Wilden also prosecuted in another case, the defendant being a Chinese named Chung Yau, the amount of opium concerned 620 taels. The drug was shipped in the *Chuen Chow* at Macao for delivery in Hongkong, and was consigned in wooden boxes as "preserved fruit." The defendant came on board as the steamer got alongside the wharf in Hongkong, and, presenting a delivery order, asked for the boxes, paying 60 cents for freight. The revenue officers then arrested him. The tallyman of the *Chuen Chow* said that the boxes were brought on board by two coolies just before the vessel sailed from Macao. Defendant, for whom Mr. Agassiz (from Mr. Harding's office) appeared, was remanded.

LINGGI PLANTATIONS.

CONSIDERABLE DEPRECIATION IN INVESTMENTS.

The report of the Linggi Plantations, Limited, states that, including several small blocks of native holdings acquired during the year to December 31st, and the small estate mentioned below, the total acreage is as follows:—Cultivated with Hevea rubber, 7,408 acres; being planted, 30 acres; reserve land, 5,988 acres. The rubber output and revenue costs, compared (on the same basis) with 1912, are as follows:—Rubber harvested, 1,281,118 lbs.; 1912, 1,156,344 lbs. (estimated output for 1913 was 1,125,000 lbs.). Cost per lb.—Estate expenditure, 1s. 0.73d.; 1912, 1s. 5.50d.; depreciation, 1.45d.; 1912, 1.65d.; f.o.b., 1s. 2.51d.; 1912, 1s. 7.15d.; freight and selling expenses, 1.58d.; 1912, 2.37d.; directors' fees and general expenses in London, 0.44d.; 1912, 0.57d.; total, all-in, 1s. 4.20d.; 1912, 1s. 10.09d.; crop proceeds (excluding discount and draft), 2s. 6.20d.; 1912, 2s. 1.63d.; profit per lb., 1s. 2.00d.; 1912, 2s. 3.52d. The estimated output for 1914 is 1,385,000 lbs., of which 254,340 lbs. have been sold forward at an average of 2s. 3.74d. per lb. (new terms).

During the year investments to the value of £39,449 were sold, and the proceeds applied to meet estate requirements. Shares to the book value of £1,777 were transferred in settlement of the purchase price of a small estate adjoining the company's Ulu Sawah Division. The remaining investments, valued at middle price on December 31st, show a depreciation as compared with book value of £23,166. The date of valuation was a time of abnormal depression, and, although a considerable proportion of this depreciation has since been made good by recovery in market values, the directors have deemed it advisable to meet this depreciation by writing off £25,166 to debit of share premium account, and this has been done in the accounts now presented. The profit for the year amounted to £28,746; to which has to be added the balance carried forward from 1912, £5,053, together making £33,800. After deducting the following dividends paid:—Dividend on reference shares for the year 1913, £700; first interim dividend of 15 per cent. on the ordinary shares, paid August 8th, £15,000; second interim dividend of 15 per cent. on the ordinary shares, paid October 8th, £15,000; third interim dividend of 15 per cent. on the ordinary shares, paid January 13th, £15,000, there remains a balance of £23,980, which the directors recommend should be dealt with as follows:—Payment of a final dividend of 25 per cent. on the ordinary shares, making a total distribution for the year 1913 of 70 per cent., £25,000; special remuneration due to the directors under Article 36, £1,500; leaving to be carried forward, £17,480.

THE HOUSE RENT PROBLEM IN HONGKONG.

(BY "NEWLY-WED.")

Hongkong is like a growing boy who has reached that age when he seems to literally leap out of his clothes, to eat enormously, and thus become an important financial item to his parents. The city of Victoria has outgrown itself to such an extent that it cannot healthily grow any more; everything is very expensive in connection with it, and the most worrying item is that of house rents. Kowloon may also be included in this matter of absurdly high rentals, yet the town on the other side of the water can continue growing without any danger to health. If it becomes too expensive then it will have only itself to blame if one day a general exodus takes place to a town which is at present in the air, but which will one day settle on terra firma; a town for which many are yearning. The question of house rents in Hongkong and Kowloon is quite a venerable one; yet the rentals continue to increase out of all sensible proportion to the house or flat which the householder receives in return. To those who have not to count each five dollar note before it is expended this matter of high rents, claims, perhaps, but a passing interest, but to many, no doubt the majority of Europeans in the Colony, it is one of real anxiety and worry. They never know from month to month when the landlord, a good man at heart, no doubt, but very fond of money, will send the rent up again, secure in the knowledge that if the present occupiers of his tenement refuse to pay—who cannot pay more in some cases—he can readily find other victims, and continue to wax financially fat. This is the real piece de resistance of the whole housing system of the Colony. All the portions of land which are available—and this of course refers to the middle class houses—have been used up, there are always heaps of applicants for any sort of flat or house which may be to let, and thus the landlord here has the good fortune to be more or less an auctioneer, and let his property to the highest bidder. Some men ask why the landlord does not act more fairly in the matter of returns. Well, he realises how things are, sees the possibility of filling a rôle akin to "Get-rich-quick Wallingford"—and he is only a human who, like ourselves, has a great regard for that tantalising "main chance." But cases of real hardship have accrued as the result of this very unfair monopoly. Young men who have secured positions in the East—and are not always well informed by the respective agents—think that they will be earning a sufficient salary, in a comparative sense, to maintain a wife out here. They make all the necessary arrangements before leaving England, and the lady is made happy at the prospect of matrimony. Upon arrival, and having experienced but one month's living expense, the bridegroom-to-be realises that he has been building castles in the air, and that if he does marry and endeavour to occupy anything approaching a habitable house, his leisure moments will be chiefly occupied in arranging for the meeting of those elusive "both ends," a sad shattering of his rosy picture of tennis parties and other diversions, and always adding to the banking account. Assuming he sends for his bride, well, they just live and feel bitter. There are many cases of this nature in Hongkong and Kowloon, and the root of the whole trouble is the question of high rents, and rents which are continually rising. For mean two-roomed flats no less a sum than the equivalent in English money to £8 a month is asked for and has got to be paid; this for the privilege of being under a roof at all. To occupy a nice roomy house standing in its own piece of ground was the dream of the young married man who has to occupy a flat which defies all efforts at being made picturesque. Thus to these people the announcement of the proposed new tramway system in the southern portion of the island, and the erection here of a very necessary class of house, has been received with infinite pleasure. Undoubtedly it will prove a counteracting force to the indiscriminate raising of rents. Landlords who at present are able to do more or less what they please with their tenants will be faced with the fact that there are other and more suitable houses in addition to their own, and that the poor tenants are yielding victims no longer. If it only produces this lessening influence the proposed building scheme will have achieved much; but when those long-awaited class of houses are erected the general opinion is that there will be quite a rush to the south-away from flat flats and high rentals to a more homely and less expensive habitation in the country. This would be quite a natural result, and a by no means surprising expression of the feelings of the householder who is now in the painful yet unavoidable position of paying through the nose.

SUPREME COURT.

Wednesday, June 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. F. A. HAZELAND (PUISEIN JUDGE).

A DEAL IN MORPHINE.

Tao Man Chau, Chan Mo, and So Ting Chung, executors of Che Yuen Tak, deceased, v. M. Baptista & Co. Plaintiffs claim as executors of Che Yuen Tak for the sum of \$1,200 damages for the non-delivery of certain morphine, to be delivered by Che Yuen Tak in Canton. In the alternative the plaintiffs claimed the return of the sum of \$1,200 deposited by Che Yuen Tak with the defendants. The sum of \$200 was waived by the claimants for the purposes of jurisdiction.

Mr. F. C. Jenkin (instructed by Mr. Russ, of Messrs. Goldring & Russ) was for plaintiffs and Mr. Eldon Potter (instructed by Mr. Gardiner) defended. Mr. Jenkin explained that the sum claimed was the balance of the sum of \$1,950 paid by the deceased defendant in connection with an agreement for the sale of 15lbs. of morphine. The facts were very short. Some time in January, about the 13th or 14th, Baptista notified a man named Mak Chee Ho that he had some morphine for sale. As a result plaintiffs, through their manager, stated that they would like to buy the 15lbs. of morphine, and desired it to be delivered in Canton at a shop called the Fook Yuen Shop. Mr. Baptista then required a receipt for the whole amount of \$1,950, and he was given a receipt for that sum. Then the plaintiffs' manager received certain information from Canton, as a result of which he went to Mr. Baptista and complained that the morphine had not been delivered. Baptista told them that he could not deliver it and then the plaintiffs' manager asked for the return of the deposit of \$1,950. Baptista told him that if he would bring the receipt which he had previously given him he would pay the money. This the plaintiffs accordingly did. When the manager came back with the receipt Baptista took out his cheque book ostensibly for the purpose of paying back the \$1,950 and the plaintiffs' manager handed him the receipt for the amount. Baptista immediately tore this up and threw it into a spittoon, and handed plaintiffs' manager a cheque for \$750 only. Plaintiffs recovered a number of the pieces of the receipt from the spittoon and subsequently consulted their solicitors. As a result of the position which defendant had taken up they were claiming damages for non-delivery of the morphine, or the return of \$1,200 deposit. One of the defences set up was that arrangements had been made with a man named Gutierrez for the morphine to be delivered. The defence also said that the contract was illegal, and that before the commencement of the action the agreement had not been rescinded. Another defence was that the cheque for \$750 was given, and was accepted in full satisfaction of the claim. He (Counsel) contended that so far as they (the plaintiffs) knew, Baptista was the principal and they knew no one behind him. Also, he held that there was no such arrangement with regard to Gutierrez; they did not know anything about him. With regard to the defence of illegality he said at once that the contract was not illegal, because the morphine Ordinance was passed purely for the protection of revenue and did not render a contract in contravention of it illegal. With regard to the question of fact, they said that the cheque was not given in full satisfaction of the claim. He would be able to prove that the contract could in no sense be illegal because, as far as they knew, the morphine was to pass from one place outside the Colony to another place outside the Colony, and that it was not to go to Canton.

The manager of the plaintiffs gave evidence in support of Counsel's statement. Replying to Mr. Potter witness said he could not say why, if Baptista wanted to commit a swindle, he should hand him a cheque for \$750. He did not know that the defendant, having refused to deliver the morphine himself, had parted with \$1,200 in an endeavour to obtain it, in accordance with arrangements.

Counsel produced a receipt to witness for \$750, which said—"Received from Mr. Baptista, cheque for the amount of \$750 only, being deposit held up for goods ordered." Witness said that he signed this receipt, remarking that if he had not done so he would not have received even the \$750. If he had not taken this he would have got nothing at all. Mr. Baptista did not say that that was all he would get and that that was all he owed.

Another witness named Mak Chee Ho said that he made an arrangement with Baptista for the purchase of 15lbs. of morphine at \$130 per lb.

Replying to Mr. Potter this witness said he had been formerly employed at the Medical Hall, but he was not dismissed from there because of smuggling. When the business changed hands he left. He knew it was illegal to purchase morphine in Hongkong, but this purchase was being made for Canton.

When witness hesitated in his replies Mr. Potter exclaimed—"Come along now, I know quite a lot about you; you are one of the biggest smugglers in Hongkong."

Mr. Potter submitted that he had no case to answer so far as the law was concerned. The contract was obviously an illegal one, and that had been admitted. The contract was to export morphine from Hongkong to Canton, and that was illegal both by their own law and also by Chinese law. Morphine was entirely prohibitive. His friend had suggested that though the act was an illegal one he was entitled to bring the contract forward, but that was not so. At the plaintiffs' request defendant had parted with \$1,200, and the contract had never been repudiated by the plaintiffs, for it was obvious from the writ and the pleadings that they were asking for damages for the breaking of the contract. It was absurd, he held, to bring a claim for damages caused by breach of a contract the subject matter of which they knew to be illegal. They could not get damages for breach of an illegal contract. The only remedy in a development of that kind was to repudiate the contract before the action was brought. The action was wholly wrong and unfounded. Counsel again emphasised the illegality of the subject matter of the contract and said that his friend had stated that he did not really know where the morphine was being sent from to Canton.

Mr. Jenkin said that his clients were "a blank" as to where the morphine was coming from, but if Mr. Potter's client was going to say that it was coming from Hongkong then he would accept that.

Mr. Potter—You can rest assured that that is what Mr. Baptista will say, so we now agree by consent that the morphine, the subject matter of the contract, was in this Colony. Counsel went on to say that at a point which his Lordship would thus have to consider was the subject matter of the contract was in the Colony and the act was illegal; what was the position of the parties? Mr. Jenkin brought in the question of revenue, but the old idea that because a statute was passed for the purposes of protecting revenue it did not render a contract illegal, had gone by the board. The case was bad and he had not one to answer, good, bad or indifferent. The whole basis of his case was that the contract was illegal, in view of the Hongkong law and also in view of the Chinese law.

His Lordship intimated that he would consider that question at a later stage and asked Mr. Potter to deal with the facts.

Mr. Potter referred to "Mr. Mak" calling upon Mr. Baptista stating that he was desirous of buying some morphine. Mr. Baptista, he explained, was in a position of knowing of the existence of certain illicit morphine in the Colony and he informed Mak that he would be in a position to provide him with the stuff. At this time, and for a long time afterwards, there was no suggestion whatever made by Mak that he was acting for the plaintiffs. At a subsequent meeting it was agreed that Mr. Baptista should sell and deliver 15 lbs. of morphine at \$130 per lb, and as a matter of fact \$600 was handed over to defendant as bargain money. His case as regards the payments was that there were two: one of \$600, and the remaining \$1,300 odd. The story about sending the morphine to Canton was, he alleged, a fabrication. It was absolutely illegal for them to send morphine to Canton; the arrangement was that it should be delivered at a house in Bellios Terrace. If they had made a contract to send the morphine to Canton, then it was illegal, and his friend's only answer to that was the question of revenue, but he did not think that that would be supported by his Lordship. His story was that the morphine was to be delivered in Hongkong, and the evidence they had heard, he submitted, supported that. Naturally, the person who owned the morphine was not present at any of the meetings; he was represented by intermediaries. He (Counsel) admitted it was all illegal, defendant had to plead illegality, but this they could say: they had this virtue attaching to them, that they had in fact paid over \$1,200 in an honest attempt to get the morphine. The cheque was sent to the man who owned the morphine at a boarding-house in Macdonnell Road, but he sent the cheque back, stating that he wanted notes. Counsel also contended that the cheque for \$750 was accepted in full satisfaction of the contract.

The hearing was adjourned.

ASIATICS WITH EUROPEAN NAMES.

The following is taken from the *Calcutta Englishman*:—
A Correspondent, drawing attention to the increasing number of Indians that are adopting European names, with the result that they are confused with Anglo-Indians, suggests that the latter community should insist on the Government prohibiting the practice. One fails to see, however, how the Government can interfere with the right of anybody to call himself by whatever name he likes. The Domiciled Community is not the only one that is suffering in this way. One does not know what would have happened in the old days to a man of an inferior caste who put on the sacred thread. To-day it is a common practice, particularly amongst people who emigrate from one Province to another. The man who is a Vaisya in his native village becomes a Kshatriya when he comes to town. Not only that, but whole castes are claiming to be twice-born, and there is no means of preventing it. Tribes that were once outside the pale of Hinduism insist that they are Hindus, and, though the Pandits may deny it, nothing can be done. Side by side with the elevation of those the missionaries have not reached into castes into which they were not born, has come the intrusion of Indian Christians into the ranks of the Domiciled, and it is as hopeless to object to the one as to the other. To make matters more difficult in many cases the impulse towards another civilisation comes from above. There are Indian Social Reformers of the higher caste who are urging the service castes to abandon their servility and claim to be as good as Brahmins, and European missionaries baptize Indians with European names and bring them up in European schools. One can quite understand the desire of people to possess a social status higher than that into which they are born, but this process of climbing must also reduce the prestige and lower the traditions of the higher classes, and so it is also easy to understand the repugnance of the latter classes to the climbers. But in these days the hands of authority are tied in matters of this kind, and the only possible view is the philosophic view: what is it leading to and how will it end?

TO BATH OR BATHE.

THE DRAWBACK OF SEA-BATHING.

With the arrival of the bathing season, the following, which has been culled from the *Times*, makes interesting reading:—
There is more than the difference of a letter between a bath and a bathe. The first is regarded by many as a necessary part of the daily scheme of civilised life; by a larger number its necessity over a week is recognized. But "a bathe" is, or should be, a joyous outbreak of the socially tamed soul which leads the rebel into the open air if he is not there already. A bath may, on occasion, be a highly exhilarating process, as after a tennis match, a boat race, or a great climb; but it is conducted indoors, with taps, soap-dishes, and other bourgeois equipments, and as Stevenson says, "imagination takes no share in such a cleansing." As bathers we are plain virtues, and again according to "R.L.S.," conduct "a sort of cheerful solemnity or semi-pagan act of worship," though there is, with most people, more cheerfulness than worship in it. We bathe in places where it is a joy to bathe, in rapid-flowing rivers and pools, or on a beach, as in High Lodge, or in vast depths of liquid translucency, with noble mountains all about us, as in Ulswater or Lake Lemna; or again in gentle meandering streams with lush grass growing to the water's edge. We may, if we dare, hurl ourselves into fierce full streams, be carried down many score of yards, and scramble out breathless but triumphant on to a friendly "point," or it may be a quiet pool which attracts, like the tarns of the English Lakes. Many exult in the sea, and this is magnificent and stimulating, and has much praise from poets; but salt water has one petty drawback—it leaves one rather sticky and inclined to supplement its application with a "bathe" of fresh water. To the real sea-lover this is a blasphemy, no doubt. In romance bathing often partakes of magic. Siegfried bathed in dragon's blood to make himself invulnerable; heroes of faerie romance were much given to this practice, which was surely unsportsmanlike. But this was really an unpleasant sort of bath, not a bathe at all; and as a treatment it proved ineffective, as in the parallel case of Achilles, for a leech settled on Siegfried's back, and through the small area of flesh left unwetted was thrust in after time the spear of Hagen the valiant.

A bath may sometimes be prosaic and even medical, as when Joseph Sedley went to Pumpernickel, and Naaman the Syrian was told to be satisfied with a river of healing. It may be a religious exercise, as when the devout Hindu washes in the mighty waters of Ganga, or as a Buddhist pilgrim might wash in the River of the Arrow sought for by Kim's lama. But true bathing tends to the side of the true romance. A bath, unless it is a magic bath like that which Ayodas met with in the Fairy Palace, can with difficulty be romantic, but it may be tragic. Horror is associated with the bath prepared for Agamemnon by his treacherous spouse; a milder horror and some pathetic attaches to Seneca's last bath; horror mingled with a sense of wild justice clings to the idea of the bath where Marat perished. A bath may on the other hand, suggest comic and ludicrous images. When Archimedes, owing to the attendant having filled the bath too full, discovered the principle of specific gravity, legend has it that he rushed naked into the streets of Syracuse, crying *Eureka!*—surely a grotesque performance for a staid philosopher. There is a comedy of inimitable impudence in the statement by the great Mr. Alfred Jingle that after winning his famous single wicket match with Sir Thomas Blazo, in a wondrous and apocryphal manner, he "had a bath and went to dinner." Mr. Arthur Pendennis some twenty years ago treated his bath as a party, and after he had met men of a low sort in Hall, he ought to have been spirited away quietly and kept for some years under a tub at that period of his life, but was not.

THE NIPPON YUSEN KAISEI.

HALF-YEARLY REPORT—LOSSES ON THE CALCUTTA TRADE.

The semi-annual general meeting of the shareholders of the Nippon Yusen Kaisha was held recently at Tokyo, when the business report and accounts for the six months ending March 31st last were presented. The following is a summary of the accounts:—

Net profit	2,358,841
Brought forward from last term	948,990
Total	3,312,821
To reserve	128,192
Funds for the expansion of services and improvements of steamers	400,000
Reserve for repairing Buildings	500,000
Special Reserve	800,000
Bonuses to Officials	110,000
Dividend (10 per cent. per annum)	1,163,000
Carried to next term	974,639

The following is the report for the term:—
During the period under review the Company employed 85 steamers of its own, aggregating 368,000 tons, in addition to one specially commissioned steamer of 3,700 tons, and several chartered vessels. The passengers carried numbered 129,000, and the goods transported amounted to 2,100,000 tons, the distance covered by the fleet being 1,800,000 nautical miles.

Domestic Service.—As a result of depression in commercial and industrial circles in the latter part of the preceding term, the coastal trade generally was inactive, with the result that freight rates showed a considerable decline. On the Hokkaido Line shipping was remarkably dull. In Formosa business showed an increase over the preceding period because of the activity in sugar transactions. Passengers to and from the Island also increased. On the other lines there was no notable change.

Far Eastern Service.—On the Shanghai service, business was brisk on the outgoing voyages, but on the return trips the shipments did not come up to ordinary years. To North China ports business generally was dull. To Tientsin and Dairen the shipments showed no remarkable change as compared with ordinary years, but on the return trips there was a great falling-off. At Newchwang shipments of beans and bean-cake showed a slight increase. On the Chosen and Vladivostok services shipments were exceptionally brisk, and the number of passengers carried on the Shanghai and Vladivostok lines showed an increase.

European Service.—On the outgoing voyages on the European Line shipments from Japan and Shanghai were very dull. From Hongkong, the Straits Settlements and Colombo, however, there were large shipments. During the term under review the liners began to call at Malacca for the purpose of shipping India-rubber. On the return voyages there were considerable shipments to Far Eastern ports. Owing, however, to competition among the foreign shipping companies, and the consequent fall in freight rates, shipments of heavy goods from Antwerp were to a great extent affected. The freight traffic on the European service was depressed during the latter part of the term under review. As a result of the placing of new liners on the run, the first and second-class passengers showed an increase. During the term the regular liners *Tango-maru* and *Aki-maru* were replaced by the *Katori-maru* and the *Kashima-maru*, each of an aggregate tonnage of 10,000 tons. The new steamer *Tokushima-maru* was also placed on the route as a special liner. The steamer *Wakasa-maru*, which carried a number of Japanese emigrants to Brazil, was commissioned on the return voyage, to ship cargo from Europe and other ports.

American Service.—On the voyages to America shipments were very dull. This was due to competition between the various shipping companies. On the outgoing voyages some of the Company's liners had to carry a quantity of coal to be used on the return voyage, and yet their bunkers were nearly empty on their return. There was a considerable decline in the shipments of wheat and flour, which constitute the principal merchandise shipped on the return voyages, but the consignments of machinery, cotton and salted fish were rather brisk. The Company tried its best to secure as much cargo as possible at intermediate ports from Japan to Shanghai and Hongkong, but without result. On both the outgoing and return voyages the cargo shipped showed a considerable decline.

Australian Service.—Shipments from Japan to Australia were very small, but from Hongkong and Manila a considerable quantity of merchandise was shipped. On the return voyages there were considerable shipments of wool, lead, and fertilizer, etc. During the six months under review the *Indra-maru* was replaced by the *Tango-maru*, withdrawn from the European service for the purpose. The strike of labourers in Australia has had a very bad effect upon shipping traffic there. The passengers carried numbered about the same as in preceding years.

Bombay Service.—On both the outgoing and return voyages the shipments were large, especially on the outgoing voyage, this being due to large shipments of cotton. Shipments of yarn consigned to Shanghai and Hongkong fell off considerably. For the benefit of cotton spinners in Japan the Company during the cotton season increased its term from six to eight, so that instead of a fortnightly service there was a service every ten days. Calcutta Service.—The shipments from and to Japan were large. Shipments of beans from Rangoon increased considerably, but other cereals were not so brisk. The cabin passengers showed an increase. Competition on this route continues, and freight rates during the period have ruled very low. As a result, the Company has suffered considerable losses and experienced great hardships in carrying on the competition. However, trade between Japan and India through this service is steadily developing.

New Steamers.—The new steamer *Tanaka-maru* (19,000 tons), built in Japan, was launched on March 14th, while another new steamer, the *Suwama-maru*, of equal tonnage, was launched on the 29th March. These vessels are expected to be completed in October next, when they will be placed on the European service. In addition the Company has ordered from domestic and foreign yards

a steamer of 12,000 tons and six steamers, each of 7,500 tons, all of which are to be completed between August this year and April next.

INTIMATIONS

FOOT ULCERATED COULD NOT SLEEP

At Night for It. Caused Lot of Pain. Tried Cuticura Soap and Cuticura Ointment and Foot Was Cured.

76, Wycliffe Road, Battersea, Eng.—"I had a very bad ulcerated foot, caused through a knock two years ago. It caused me a lot of pain and I could not sleep at night for it. I tried many things but they only did good for a time, then it broke out afresh. With my family I was compelled to keep about. I had treatment and it really was no better for it. They said unless I laid up I should not be able to get on my feet any more. At last I decided to try Cuticura Soap and Ointment and my foot was cured." (Signed) Mrs. G. Goff, Aug. 20, 1912.

RED BLOTCHES ON SCALP

25, Harrow St., Ormsdon, Derby, Eng.—"My baby had running sores at the top of his head. They came in red blotches and then broke out in matter, sores until they covered the whole of the scalp. It was like matter coming out. I had no rest with him for about six weeks. He used to cry the whole day long. Then I saw the advertisement for Cuticura Soap and Ointment, so I sent for a sample of Cuticura Soap and Ointment. I used them and got another case of Cuticura Soap and some Cuticura Ointment and it was quite healed." (Signed) Mrs. H. Topliss, May 23, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. 84th Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; Lemon, Ltd., Cape Town; Foster Drug & Chem. Corp., Boston, U.S.A. 50¢ Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[98-18]

CHS. J. GAUPP & CO.,

AND

WATCHMAKERS JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD..

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

[34]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1854).

SOLE AGENTS FOR

B L WHISKIES

(GOLD AND WHITE LABELS).

IN THE TROPICS IT IS

ESSENTIAL TO DRINK A SOUND

WHISKY. THE PURITY OF B L

IS GUARANTEED AND THE HIGH

QUALITY AND FINE FLAVOUR

SPEAK FOR THEMSELVES.

SEND FOR A FREE SAMPLE.

[21]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 18.
Telegraphic Address: "DAILY PRESS."
Codes: A.B.C. 6th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED.

RAILWAY CHIEF STOREKEEPER FOR HANKOW.

APPLICATIONS for the position of Chief Storekeeper will be entertained by the Undersigned. Applicants, preferably British, to state age, previous experience, Salary expected, and to supply copies of testimonials.

Managing-Director,
CANTON-HANKOW RAILWAY,
Hankow-Hunan Section,
HANKOW. [816]

NOTICE.

VICTORIA RECREATION CLUB.

THE FIRST AQUATIC FETE of the Season will take place on SATURDAY, the 13th June, commencing at 9 p.m. sharp. A Regatta Band will be in attendance.

ADMISSION:

Gentlemen \$1.00
Ladies and Children 0.50

FRANK LAMBERT,
Hon. Secretary. [817]

IN THE MATTER OF THE COMPANIES' CONSOLIDATION ACT 1908,

IN THE MATTER OF NATIONAL BANK OF CHINA, LIMITED (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a FOURTH RETURN OF CAPITAL and DIVIDEND at the Rate of ONE DOLLAR and TWENTY CENTS (Hongkong Currency) per Share will be paid on and after MONDAY, the 15th day of June, to Registered Holders of A and B Shares upon application to:-

In the case of Shares on the London Register:-

Messrs. LOWE, BINGHAM & MATTHEWS,
Thornes Chambers,
Ingram Court,
167, Fenchurch Street, LONDON, E.C.
In the case of Shares on the Colonial (Hongkong) Register:-
Messrs. LOWE, BINGHAM & MATTHEWS,
New Government Building,
HONGKONG.

Share Certificates must be produced for endorsement.

A. R. LOWE,
Liquidator. [818]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

For SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

THE I.G.M. Steamship

"DERFFLINGER,"
Captain F. Prose, will leave for the above places TO-DAY, the 11th inst., at 10 A.M. For further particulars apply to:
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents. [819]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the warehouse and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimations are received from the Consignees before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining unlanded after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents. [820]

HONGKONG CLUB.

WANTED.

DINING ROOM STEWARD, EUROPEAN, to superintend generally the Service in the Dining Rooms. A Knowledge of Cooking and Serving essential. For further particulars apply to the Undersigned.

JAMES CRAIK,
Secretary. [803]

WANTED-IMMEDIATELY.

AN EXPERIENCED PORTUGUESE CLERK for an Import and Export Firm. Good prospects for a suitable man. State Salary, etc., to:-

Care of "Daily Press" Office,
Hongkong, 6th June, 1914. [793]

INTIMATIONS

CHINA ASSOCIATION.

THE ANNUAL MEETING of the Members of the Hongkong Branch of the CHINA ASSOCIATION will be held in the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd., at 4.30 p.m., TO-DAY (THURSDAY, 11th June, 1914).

L. N. LEEFE,
Hon. Secretary. [795]

Hongkong, 6th June, 1914.

HONGKONG ICE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Limited, No. 16, Pender Street, Victoria, in the Colony of Hongkong, on TUESDAY, the 23rd day of June, 1914, at 11 o'clock a.m., when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 4th day of June, 1914, will be submitted for confirmation as Special Resolutions:-

1. That it is expedient to acquire and purchase the business property and goodwill of the Oriental Ice Syndicate and that the Provisional Agreement for the purpose submitted to this Meeting dated the 25th March, 1914, and made between the Procureur General in Hongkong of the Society of the Missions Etrangères of the one part and this Company of the other part and dated the 25th day of March, 1914, and made between the Honourable Sir CATCHICK PAUL CHAYER, Knight, C.M.G., JOSEPH WHITTELEY NOBLE, ANTONIO BARRETO, and ARABOOK VERTANES ARCAZ of the one part and the Company of the other part be and the same are hereby approved and ratified and that the General Managers of the Company be and they are hereby authorized and requested to carry the same into effect with full power to assent to any modification in the said Agreement which they think expedient in the interests of the Company.
2. That the Capital of the Company be increased from \$125,000 (divided into 5,000 shares of \$25 each) to \$149,500 (divided into 5,980 shares of \$25 each) by the creation of 1,500 new shares of \$25 each.
3. That the said 1,500 new shares be pursuant to the first mentioned Agreement in Resolution 1 allotted as shares fully paid up to the said Procureur General in Hongkong of the Society of the Missions Etrangères in consideration of the transfer to the Company of the property business and goodwill referred to in the said Agreement and upon the footing as to dividend provided for in the said Agreement.
4. That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Dated the 6th day of June, 1914.

JARDINE, MATHESON & Co., Ltd.,
General Managers. [799]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from 8th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers. [797]

IN THE MATTER OF THE KWONG YIK BANKING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the CREDITORS of the above-named Company are required on or before the 30th day of June, 1914, to send their names and addresses and the Particulars of their Debts or Claims and the names and addresses of their Solicitors (if any) to LIN PING SHING, Low Chai Heng and Walter Lowther Kniep (Chartered Accountant) all of No. 26, King Street, Singapore, the Liquidators of the above Company; and if as required by Notice in writing from the Liquidators, such Creditors are by their Solicitors or personally to come in and prove their Debts or Claims at such time and place as may be specified in such Notice. In default thereof they will be excluded from the benefit of any distribution made before such Debts are proved.

Claims upon Deposit Notes, Bills or Negotiable Securities issued by the Company are required to send their Deposit Notes, Bills or Negotiable Securities to the Liquidators together with their Claims whereupon acknowledgments will be forwarded to them.

Forms of Claim can be obtained on application to:-

(1) The Office of the Liquidators.

(2) The Office of this Newspaper.

(3) Chinese Chambers of Commerce in Singapore and Penang.

(4) Chinese Chamber of Commerce (if any) at the place where this Newspaper is published.

Dated the 19th day of May, 1914.

DONALDSON & BURKINSHAW,
Solicitors to the above-named Liquidators. [789]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

GUSTAV ADOLF GEORG FRIESLAND, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 15th day of June, 1914.

All Creditors and others are accordingly hereby required to send particulars of their Claims in to the Undersigned on or before that date.

Dated the 2nd day of May, 1914.

J. E. A. WIDMANN,
Care of Messrs. MELCHERS & Co.,
Queens Building,
Hongkong.

Attorney for JOHN WILLIAM BANCROFT, the Administrator of the Estate of the said deceased. [793]

INTIMATIONS

LANE, CRAWFORD & Co.



Go To Bed
Happy. Get Up Happy.

Wear a
Loose-Fitting
B.V.D.

(Trade Mark)

Short Sleeve, Knee
Length Sleeping Suit.

Made from this cool fabric that let the air through. Cut on full, free lines that prevent tightness at any point. The comfiest sleeping suit to be had. Not a penny more costly than night apparel of any other sort that you might purchase.

ALL SIZES IN
B. V. D.
SLEEPING
SUITS

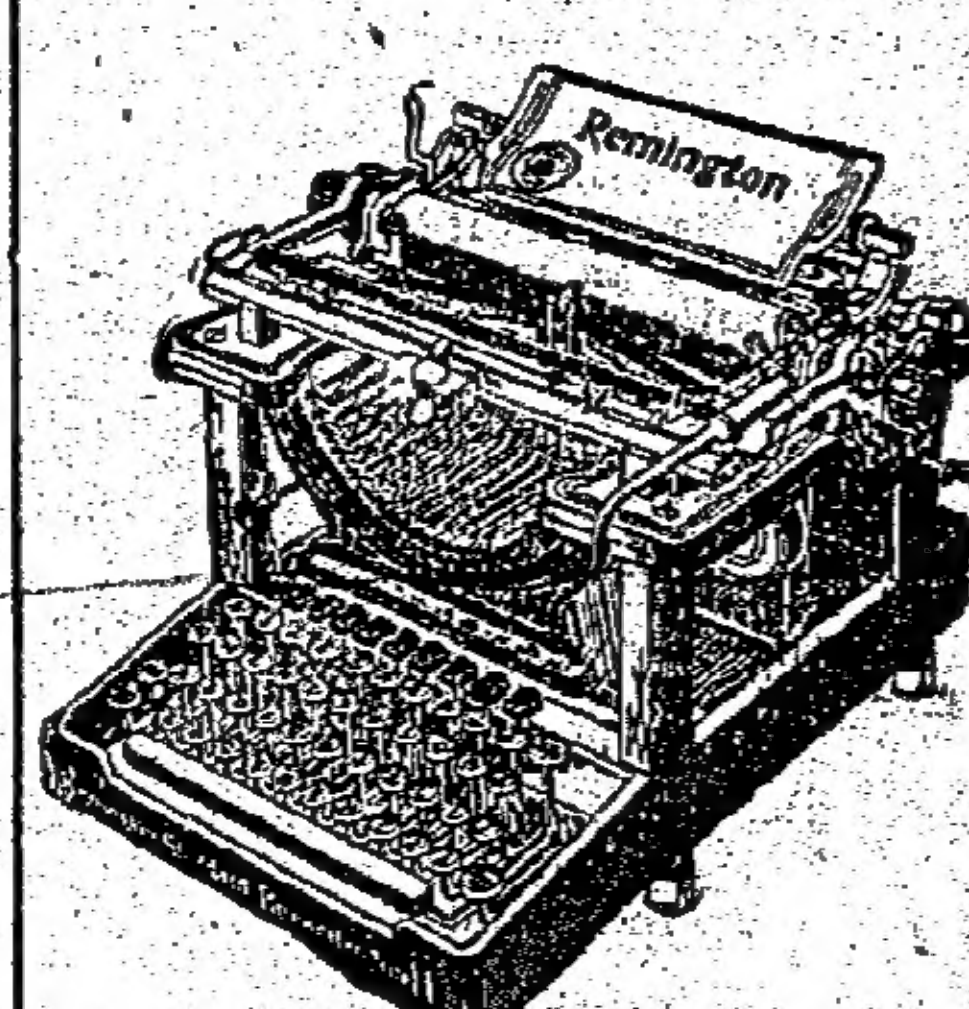
\$2.75 AND \$4.75 PER SUIT.

B. V. D.
VESTS
AND
DRAWERS
\$1.25 AND \$2.50 EACH.

MORLEY'S SILK AND WOOL UNDERVESTS-TROPICAL WEIGHT.

THE COOLEST UNDERWEAR MADE FOR GENTLEMEN WHO CANNOT WEAR COTTON.

LANE, CRAWFORD & CO.



THE NAME REMINGTON STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.
The Largest Selling Organization of any concern in the Typewriter Business.
From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."
First and Always.
Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

SIEMSEN & CO., SOLE AGENTS for

Hongkong, Canton, South China and Formosa. [54]



HAVE YOU USED KAMIA OIL?

(Registered).

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE 80 Cents a bottle, net.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:-

KAMIA PERFUMERY COMPANY,
Bombay, India. [687]

NOTICE.

REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By Order of the Directors,
GEORGE CUBRY,
Local Secretary. [787]

FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive Tenders for the purchase of the business of THE ROYAL ASSURED WATER MANGROVE FACTORY COMPANY, LIMITED.

Intending purchasers are required to deposit a sum of \$1,000.00 with the Undersigned when Tenders are submitted.

J. HENNESSEY SETH,
Receiver for the Debenture Holders.
Hongkong, 5th June, 1914. [786]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P. [1345]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable. Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central (First Floor).
Telephone No. 650.
Hongkong, 15th May, 1914. [710]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, ON SATURDAY AND MONDAY, THE 13TH AND 15TH JUNE, 1914, COMMENCING EACH DAY AT 2.30 P.M., AT THEIR SALES ROOMS, No. 8, DES VEAUX ROAD, CORNER OF ICE HOUSE STREET, A LARGE QUANTITY OF CHINESE PORCELAIN AND CURIOS. JUST ARRIVED FROM SHANGHAI.

Comprising:-

CHINESE PORCELAIN of every description, BRASSES, BRONZES, &c., &c., of the SUNG, MING, KANGHI, YUNGCHING, KIENLUNG and TOWKWONG DYNASTIES.

Also

A Number of VALUABLE CHINESE PAINTINGS and ENGRAVINGS, EMBROIDERIES, JADESTONE ORNAMENTS, OLD PEKINESE LACQUERED WARE, AMBER BEADS, IVORIES, &c., &c.

(Full Particulars and Condition of Sale from Catalogue.)

On View FRIDAY, 12th inst. The Undersigned have been authorized to refund purchase money if not found as specified within one week.

HUGHES & HOUGH, Auctioneers.
Hongkong, 10th June, 1914. [614]

AUCTION

G. & R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of June, 1914, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements (Approximate).	Contents in Square Feet.	Annual Rent.	Upset Price.
1st Lot.	Lot 1, Kennedy Road, adjacent to the Kennedy Road, and adjacent to the Kennedy Road.	As per plan.	10,230 (about)	70	2,570

Hongkong, 8th June, 1914. [801]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital \$1,500,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund 465,000

BANKERS?
BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager. [788]

Hongkong, 14th July, 1913.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Funds:-
Sterling \$15,000,000
Silver \$17,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTERDEN, Esq.—Deputy Chairman.

S. H. Dodwell, Esq. F. Lieb, Esq.
G. T. M. Edkins, Esq. J. A. Plimmer, Esq.
C. S. Gribb, Esq. Hon. Mr. E. Shellim.
P. H. Gulyak, Esq. H. A. Siele, Esq.
C. Landgraf, Esq. Ad. Widmann, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STARR.
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balances.

On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [15]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1859. HEAD OFFICE—LONDON.

Paid-up Capital \$1,200,000
Reserve Fund \$1,800,000
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1494]

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York. LONDON OFFICE: 25, Bishopsgate, E.C.

BRANCHES:-
Bombay. Kobe.
Calcutta. Manila.
Canton. Mexico.
Cebu. Panama.
Colon. Peking.
Empire. San Francisco.
Hongkong. Shanghai.
Yokohama.

CAPITAL AND SURPLUS Gold \$7,000,000 equal \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [111]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1868.

Authorized Capital Fl. 80,000,000 (\$2,000,000) Paid-up Capital Fl. 17,400,000 (\$435,000) Reserve Fund Fl. 6,518,000 (\$162,950)

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS, PEARSON & CO. SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central,
Hongkong, 2nd October, 1913. [21]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed Yen 10,000,000 Capital Paid-up 7,459,280 Reserve Funds 3,450,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy. Kinkiang. Shanghai.
Batavia. Kobe. Singapore.
Bombay. London. Swatow.
Calcutta. Manila. Taichu.
Canton. Moji. Tainan.
Dairen. Nagasaki. Takao.
Foochow. Newchwang. Tamsui.
Hongkong. New York. Tokyo.
Kagi. Osaka. Yokohama.
Keelung. San Francisco. Etc.

HONGKONG OFFICE,
8, DES VEAUX ROAD.

Interest allowed on Current Accounts, Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [548]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.



NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

TO LET

TO LET

From 1st July, 1914.

IN CANTON ON SHAMEN LOT 55.
The premises now in the occupation of
the Bank of Taiwan, Ltd.

Apply to
DAVID SASSOON & Co., Ltd.,
Hongkong, 7th May, 1914. [678]

TO LET

NO. 20, BELLIOS TERRACE, newly
painted and colourwashed.

ROOMS in Queen's Road Central.
From 1st June, 1914, 55, ELGIN TERRACE,
newly painted and colourwashed.

No. 12, BEACONSFIELD ARCADE, Shop,
No. 5, MOUNTAIN VIEW, Newly painted
and colourwashed. From 1st April, 1914.

No. 7, MOUNTAIN VIEW, Newly painted
and colourwashed. From 1st April, 1914.

No. 19, SHELLEY STREET,
To Let, Furnished, for one year, from 1st May,
1914.

"ROGATE" Austin Road, Kowloon
Unfurnished.

Apply to— LINSTED & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 6th June, 1914. [655]

TO LET

PART of 1st FLOOR, 25, Des Voeux Road
Central. Immediate Possession.

Also 1 MOTOR BOAT for Sale.
Apply— DRAGON CYCLE Co.,
Hongkong, 30th May, 1914. [761]

TO LET

FOUR-ROOMED HOUSE in Salisbury
Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan
Road, Kowloon. Kowloon Marine Lot No. 49,
with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings,
Hongkong, 18th May, 1914. [685]

TO LET—FURNISHED.

ALADENA, 148, BARKER ROAD, PEAK,
from the Middle of June for the
Summer Months.

Apply— L. N. LEEPE,
Care of Messrs. JARDINE, MATHESON
& Co., Ltd.,
Hongkong, 10th June, 1914. [811]

TO LET

SHOP, No. 12, Queen's Road Central.

2, FAIRVIEW, Nathan Road, Kowloon.

Apply to— STEPHENS & WILLSON
Hongkong, 11th December, 1913. [67]

TO LET

From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to— S. J. DAVID & Co.,
Princo's Buildings,
Hongkong, 7th February, 1914. [264]

THE NEW FRENCH REMEDY, No. 2, No. 2, No. 2

THE NEW FRENCH REMEDY, No. 2, No. 2, No. 2

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THE NEW FRENCH REMEDY, No. 2, No. 2, No. 2

THE NEW FRENCH REMEDY, No. 2, No. 2, No. 2

THE "AQUITANIA."

THE LARGEST BRITISH LINER.

LIVERPOOL, May 14th.
The new Cunard liner *Aquitania*, the
largest British liner afloat, arrived in the
Mersey this morning and will enter the
Gladstone Dock at Liverpool to-morrow
to be prepared for her first voyage to
New York, which begins on May 30th.
The presence of the ship in the fairway
from early morning aroused great
interest, her general resemblance to the
Lusitania and *Mauretania* being the
subject of almost universal comment. The
expert, however, detected important
differences.

First, it was noted that the poop deck
in the new ship was higher and flush with
the fore-castle head, giving a better
appearance at the stern. The fore-castle,
too, is longer and she has a beautiful
shear. Again, amidships great plate
glass panels enclose the sides of the new
ship, forming on the topmost, or "A,"
deck, a garden lounge and on the next,
or "B," deck, an enclosed promenade.
In this latter an important innovation
has been introduced in the form of a raised
terrace near the deck-house, where people
may recline on deck chairs free of the
promenaders, who, on their part, cannot
obstruct the view seaward.

Moreover, the face plate of the stepped
terrace is pierced with lighting and
ventilation panels, while similar windows
are formed at the foot of the casements
of the deck-house behind, and thus
natural light and ventilation are given
to a second and third row of specially
placed state rooms on the third, or "C,"
deck. At each end of the terrace, too,
are special suites with isolated verandahs.
These are only the more obvious to
observers to-day of many novel features
in the details.

SIZE AND SPEED.
The *Aquitania*, too, did not seem to
differ materially in size from the two
earlier Cunarders, because her propor-
tions, and particularly her four funnels
and two masts, give such a pleasingly
symmetrical appearance. Were the *Lusitania*
and *Aquitania* placed side by side in
the Mersey the great increase in size
would be demonstrated. With her 901ft.
6in. of length the *Aquitania* is 110ft. 6in.
longer than her two sister liners, and
the beam of 97ft. is 9ft. greater, while the
displacement tonnage when she leaves on
her voyage will be 53,000 tons, or nearly
15,000 tons more.

This last is absorbed entirely by pro-
visions for greater dividend earnings; more
cargo and a greater number of passen-
gers are arranged for. This was
facilitated further by the decision to give
her a less speed, one which would enable
her to make the round voyage to New
York in 16 days with adequate time to
"turn about" at New York. It is thus
possible for the Cunard Company to con-
duct their weekly mail service with three
liners. In the *Aquitania*, notwith-
standing her greater displacement ton-
nage, the weight of machinery is 9,000
tons, against 9,336 tons in the *Lusitania*,
and the tonnage of coal for the voyage
will be 53,000 tons.

MEASUREMENT OF VIBRATION.
The propelling machinery, of approxi-
mately 80,000 shaft horse-power, incor-
porates many developments evolved since
the *Lusitania* was completed. The
experience gained by the Cunard Com-
pany in the working of the *Lusitania* and
Mauretania, and that accumulated by the
builders, Messrs. John Brown & Co., in
the design and manufacture of turbines,
has resulted in several improvements
applicable specially to large power
merchant ships. It was to test these,
rather than to run speed trials, that the
vessel has steamed 48 hours since leaving
the Clyde on Tuesday morning. The true
speed test will be across the Atlantic. Mr.
A. Booth, the chairman of the Cunard
Company, and several of the directors
were on board during this week's trials.

It should be stated first that the
machinery had only been turned slowly
before Tuesday, and therefore it was
decided slowly to work it up to full power
after leaving the anchorage. Several
runs were made over the measured mile
at Skelmorlie at speeds from 12 to 24
knots in the upper estuary of the Clyde,
which proved none too wide for the
manoeuvring of the ship at high speed,
especially in presence of other shipping.
The ship had not been docked since the
launch 13 months ago, and any record
here of speed for the power developed
might be misleading owing to the condi-
tion of the submerged part of the hull.

But sufficient data were got to justify
the belief that the anticipations of design
will be fully realized—namely, an average
speed of not less than 23 knots on the
Transatlantic voyage. There was on
board a palaeograph for measuring and
recording vibration, and this was in con-
stant use successively at numerous points
on the various decks. The records taken
showed that the provision made to stiffen
the structure of the ship, especially at
the stern, proved thoroughly effective.

The testing of the machinery manoeuv-
ring gear was of still greater interest. The
Lusitania and *Mauretania* have an instal-
lation of Parsons turbines of the com-
pound type. On each side of the centre
line are two shafts, one driven by a
high-pressure turbine exhausting into a
low-pressure turbine on the other shaft.
The new ship has the more recently
evolved system of treble series Parsons
turbines.

BULKHEADS AND FIRE ALARMS.
Opportunity was also taken while the
vessel was at sea to ascertain the efficiency
of the bulkhead door arrangements.
There are 84 separate compartments in
the *Aquitania*, in addition to 41 in the
double bottom. There are 16 transverse
bulkheads extending in most cases to
16ft. above the load line, with a minimum
in the others of 9ft. above the water line.
In addition, there extends on each side
of the boiler-rooms a longitudinal bulk-
head 18ft. from the outer skin, the inter-
vening space forming coal bunkers, while
longitudinal bulkheads divide the ma-
chinery main compartment into three
separate rooms, and the condenser com-
partment into two sections.

A novel feature in the machinery for
the simultaneous closing of the doors by
the captain on the bridge is that the

WM. POWELL, LTD.

TELEPHONE 316.

NEW DESIGNS

LACE AND MUSLIN

CURTAIN MATERIALS.

SPOT AND FIGURED WHITE BOOK MUSLINS
LACE EDGED AND INSERTION
MUSLINS.

WHITE AND ECRU MADRAS.
LACE EDGED, SCOLLOPED, FRILLED AND PLAIN.

WHITE MUSLIN CUSHION CASES.
HEMSTITCHED, FRILLED, LACE TRIMMED.
BUTTON-HOLED FOR RIBBON.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENT



HIGH
QUALITY
BUILDING
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Voeux Road Central, 1st Floor. Telephone 289.

Summer Excursions TO JAPAN

BY THE STEAMERS OF

**CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.**

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00, KORE \$135.00, YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and
include Rail between Japan Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamers
calling at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious
on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KORE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	YOKOHAMA LEAVE	KORE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE
11 June	12 June	13 June	14 June	11 June	12 June	13 June	14 June
15 June	16 June	17 June	18 June	15 June	16 June	17 June	18 June
19 June	20 June	21 June	22 June	19 June	20 June	21 June	22 June
23 June	24 June	25 June	26 June	23 June	24 June	25 June	26 June
27 June	28 June	29 June	30 June	27 June	28 June	29 June	30 June
1 July	2 July	3 July	4 July	1 July	2 July	3 July	4 July
5 July	6 July	7 July	8 July	5 July	6 July	7 July	8 July
9 July	10 July	11 July	12 July	9 July	10 July	11 July	12 July
13 July	14 July	15 July	16 July	13 July	14 July	15 July	16 July
17 July	18 July	19 July	20 July	17 July	18 July	19 July	20 July
21 July	22 July	23 July	24 July	21 July	22 July	23 July	24 July
25 July	26 July	27 July	28 July	25 July	26 July	27 July	28 July
29 July	30 July	31 July	1 Aug	29 July	30 July	31 July	1 Aug
2 Aug	3 Aug	4 Aug	5 Aug	2 Aug	3 Aug	4 Aug	5 Aug
6 Aug	7 Aug	8 Aug	9 Aug	6 Aug	7 Aug	8 Aug	9 Aug
10 Aug	11 Aug	12 Aug	13 Aug	10 Aug	11 Aug	12 Aug	13 Aug
14 Aug	15 Aug	16 Aug	17 Aug	14 Aug	15 Aug	16 Aug	17 Aug
18 Aug	19 Aug	20 Aug	21 Aug	18 Aug	19 Aug	20 Aug	21 Aug
22 Aug	23 Aug	24 Aug	25 Aug	22 Aug	23 Aug	24 Aug	25 Aug
26 Aug	27 Aug	28 Aug	29 Aug	26 Aug	27 Aug	28 Aug	29 Aug
30 Aug	31 Aug	1 Sept	2 Sept	30 Aug	31 Aug	1 Sept	2 Sept
3 Sept	4 Sept	5 Sept	6 Sept	3 Sept	4 Sept	5 Sept	6 Sept
7 Sept	8 Sept	9 Sept	10 Sept	7 Sept	8 Sept	9 Sept	10 Sept
11 Sept	12 Sept	13 Sept	14 Sept	11 Sept	12 Sept	13 Sept	14 Sept
15 Sept	16 Sept	17 Sept	18 Sept	15 Sept	16 Sept	17 Sept	18 Sept
19 Sept	20 Sept	21 Sept	22 Sept	19 Sept	20 Sept	21 Sept	22 Sept
23 Sept	24 Sept	25 Sept	26 Sept	23 Sept	24 Sept	25 Sept	26 Sept
27 Sept	28 Sept	29 Sept	30 Sept	27 Sept	28 Sept	29 Sept	30 Sept
1 Oct	2 Oct	3 Oct	4 Oct	1 Oct	2 Oct	3 Oct	4 Oct
5 Oct	6 Oct	7 Oct	8 Oct	5 Oct	6 Oct	7 Oct	8 Oct
9 Oct	10 Oct	11 Oct	12 Oct	9 Oct	10 Oct	11 Oct	12 Oct
13 Oct	14 Oct	15 Oct	16 Oct	13 Oct	14 Oct	15 Oct	16 Oct
17 Oct	18 Oct	19 Oct	20 Oct	17 Oct	18 Oct	19 Oct	20 Oct
21 Oct	22 Oct	23 Oct	24 Oct	21 Oct	22 Oct	23 Oct	24 Oct
25 Oct	26 Oct	27 Oct	28 Oct	25 Oct	26 Oct	27 Oct	28 Oct
29 Oct	30 Oct	31 Oct	1 Nov	29 Oct	30 Oct	31 Oct	1 Nov

† Returning via Manila. ‡ Going via Manila.

Steamers proceeding via Manila do not call at Shanghai.

system is divided into two independent
units, one for the doors in transverse
bulkheads, the other for those in the
longitudinal division walls. Thus such
doors in the latter as require to be open
for stoking the boilers may be independ-
ently opened or closed, while all the
doors in the main transverse walls are
kept closed at the will of the captain.
This will be the normal condition at sea,
and still all doors may be closed by the
captain in emergency. On trial yesterday
at sea the arrangement worked admirably
and each door was opened at the respec-
tive stations temporarily for the passage
of men, but they automatically closed in
a few seconds since the valve on the
captain's bridge dominated the
mechanism.

Again, in every compartment is an
electric instrument which by any undue
rise of temperature rings a bell on the
bridge and records the location of the
instrument affected, and thus indicates
outbreak of fire. This also was tested.

A multiplicity of hydrants are provided,
with immense pumping power, for
extinguishing fire. From the holds there
are trunks to an instrument on the bridge
fitted with a powerful exhaust fan, so
that the presence of smoke in air contin-
uously drawn from any hold is indicated,
and through the same trunk a great
volume of steam can at once be directed
into the hold for the checking of any
outbreak.

Other tests and examinations of the
equipment—notably of the great array of
motor-boats with their wireless equip-
ment and other boats to take all on board at
any time—might be described; but the
total result would still be the assurance
that the 4,000 passengers and crew who
sail in the *Aquitania* will have the same
guarantee of safety and comfort as the
3,000 who have crossed in the *Lusitania*
and *Mauretania* on the many voyages
made since they were completed seven
years ago.

MOUTRIE PIANOS

are **BACKED**

by

GUARANTEE

for **FIVE YEARS.**

PRICES FROM **\$385**

EASY TERMS CAN BE ARRANGED.

S. Moutrie & Co., Ltd.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DELTA,"
Arrived Hongkong on 4th June, 1914.
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed AT THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignment will be sorted out Mark by Mark
and delivery can be obtained as the Goods
are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Moldavia,"
From Persian Gulf, ex s.s. B. I. S. N.
and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared within 8 days including
date of arrival will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees, and
the Company's Surveyors, Messrs. GODDARD
and DOUGLAS, at 10 A.M. on MONDAYS and
THURSDAYS. All claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognized.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 4th June, 1914. [1]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO,
LONDON, COLOMBO
AND STRAITS.

THE Steamship

"GLENSTRAE"

Captain J. S. McGilivray, having arrived from
the above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees
risk and expense.

Optional Goods will be carried on unless in-
structions are given to the contrary before
1 P.M. TO-DAY.

All broken, chafed and



Guard against Infectious Diseases.

There is no excuse for exposing one's health to unnecessary risks of infection. Everybody is liable, at any time, to catch from other people such diseases as Influenza, Diphtheria, Scarlet Fever, Measles, Consumption, etc. It is, therefore, a duty to safeguard oneself and one's household—especially the children—by the regular daily use of Formamint Tablets, which destroy all germs in the mouth and throat, and thus afford safe protection against germ diseases.

WULFING'S Formamint THE GERM-KILLING THROAT TABLET

These wholesome, palatable tablets—made by the manufacturers of Sanatogen—are also a genuine remedy for common germ ailments, such as Sore Throat, Mouth Troubles, Tainted Breath, etc.

The coupon below will bring you an interesting book which tells you all about Sore Throat and various other infectious diseases, and contains abundant evidence of the value of Formamint.

For your health's sake, send this coupon to-day. Formamint is sold by all Chemists, in bottles of 50 tablets.

Lord Kingsale

writes: "I and my family use quite a number of Formamint Tablets. I always carry a goodly number in my pocket and have recommended them to many friends. I find them all you say they are."

Signor Caruso,

the world's greatest tenor, writes: "I have found Formamint very beneficial to the throat and pleasant to the taste."

FREE BOOKLET.

A booklet on Sore Throat and other infectious diseases. Write to the Free Booklet, 10, Queen's Road, Hong Kong, and you will receive it free of charge.

Name _____
Address _____
City _____

GRACA & CO.
FEDDER ST. (Hongkong Hotel Building).
Dealers in
**POSTAGE STAMPS, PICTORIAL
POST CARDS, SEEDS, BOOKS,
TOYS, &c.**
JUST RECEIVED:
**POSTAGE STAMP CATALOGUES
FOR 1914.**
Hongkong 20th March, 1914. [503]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

**SMOKELESS POWDER and CHILLED
SHOT.** From No. 10 to B&B. at \$6, \$7
and \$7.50 per 100. **SPORTING REQUIS-
ITES and AIR GUNS** in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April 1914. [559]

SINGON & CO.

ESTABLISHED A.D. 1880.

**IRON, Steel, Metal and Hardware Mar-
chandise, Wholesale and Retail Iron-
mongers, Pig Iron and Foundry Coke
Importers, General Storekeepers and Ship-
chandlers.** Nos. 35 and 37, HING LOON
STREET (2nd St. West of Central Market).
Telephone No. 515. [47]

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1913. [503]
REVISED BY THE MEMBERS.

PRICE 25c.

DALEY PRESS, OFFICE

Hongkong, 24th February, 1914.



PASSED THE CANAL

May 8th—Nera, Pelous, Valencia, Patricia.
May 12th—St. Patrick, St. Kilda.
May 15th—Helenus, Preussen.
May 19th—Bismarck, Derfflinger, S. von Arnim.
May 22nd—Chili, Hyson, Iyo Maru, Kaszuba, Peking.
May 26th—Bloemfontein, Menelaus, Polykemos, Silema, Mervonahire.
May 29th—Ajaz, Himalaya, Syria, Yeddo, Atrous.
June 2nd—Benary, Benavolish, Karama, Nubia, Iunnap.
June 5th—Bayern, Budlov, O. Ferd. Tactis, Harano Maru, Klett, Maikawa Maru, Stentor, Atlantique, Glenfarg, Talghybus, Indraghira, O. J. D. Ahlers.
June 9th—Koerber, Kandahar.

THE TRADE OF HONGKONG IN 1913.

REPORT OF THE HARBOUR MASTER.

In the report of the Harbour Master for the year 1913, the following references are made to the trade of the port:

The remarks with which this section of my report has always opened, as to the unreliability of the figures supplied by ship masters, were never more fully justified than this year, so many and glaring are the discrepancies between the quantities of various items reported and the facts, which in some cases I have been able to discover.

IMPORTS.

Under this heading, which includes all cargo landed or transhipped in the Colony from Ocean Vessels and River Steamers (not from junks or steam launches) a total of 4,500,125 tons was reported, which, compared with that reported for 1912, shows the enormous increase of 804,000 tons, or nearly 20 per cent.

Of this total, the imports of coal, case oil, rice, timber, and "general" show increases, while cotton goods, flour, bulk oil, and liquid fuel show decreases.

Coal.—Here an increase is reported of 75,000 tons or 7 per cent. This, as last year, is accounted for by increased demand for coal in Canton, and generally inland; about 1/3 of the total having been re-exported to Canton.

Again I have to record that no coal of British origin arrived in the Colony, except that imported by the Admiralty. The imports of Japanese coal fell off considerably during the latter part of the year, its place being taken by increased imports of Chinese coal.

Cotton Goods.—The decrease indicated here amounts to 18,594 tons, or 33 per cent. It is more than doubtful if this decrease is borne out by facts, although there was undoubtedly considerable reduction in imports of both piece goods and yarn.

The favourable prospects prevailing at the beginning of the year, as noted in my last report, were destined to be extinguished by the renewed political trouble in China, which created unrest and financial difficulties, destructive to trade, with the result that the demand fell to zero and no shipments were made. During the last part of the year, however, the trade revived, prices falling steady, and exchange generally favourable.

Flour.—Here was reported a decrease of 30,715 tons or 31 per cent., most of which is fabulous; the imports of flour being probably reported, in many cases as "general." The actual imports amounted to 129,415 tons, of which 67,857 were reported. This, amended total, compared with that for 1912, gives a decrease of 12,950 tons or 10 per cent. The reason for this actual reduction in imported flour is undoubtedly the recrudescence of political trouble in China, which caused shippers to be cautious.

It is of interest to note that Canada, during 1913, made her first shipments of flour to this market. The quantity is as yet small, only 8,000 tons, or 6 per cent. of the whole, but given more stable conditions in China, I see no reason to doubt that the Canadian mills will shortly be sending large quantities.

Kerosene Oil.—Bulk Oil shows a falling off of 12,537 tons, or 18 per cent. This decrease is not of any importance. The stocks in hand in the Colony were large at the beginning of the year and low at the end, more having been sold than imported. The actual consumption of oil, imported in bulk in South China decreased by about 5 per cent., but this was more than counterbalanced by increased consumption of oil imported in cases. Bulk oil is always decanted into this before distribution in China, so that, to the actual consumer, it makes little, if any, difference in what form it arrives in this Colony.

Case Oil.—Here an increase of 12,243 tons or 33 per cent. is reported, but, as in the case of Bulk Oil, there is no significance in the figures. It is merely a question of stocks and freights. Stocks were low at beginning of the year and freights high. During the second half of the year freights dropped, and large shipments were made, so that by the end of the year all available storage was virtually full. During the year a new competitor in this trade has entered the arena, in the shape of the Texas Oil Company, who have made some large shipments to this market.

Liquid Fuel.—A large decrease is reported here, amounting to 8,116 tons, or nearly 41 per cent. I am unable to verify my suspicion that a large quantity of liquid fuel has entered this Colony unreported, but I gather that this is so from the fact that although the vessels from the T.K.K. Co. have ceased to bunker here, the demand from other points is increasing.

Rice.—The figures given me by shipmasters show an increase in the rice imports of 31 per cent. As a matter of fact, the increase amounts to about 20 per cent. The rice crop in China was about average, so that there was no need for extra importation. In Amam and Siam the crops were unusually good, and prices ruled low. The Tonking crop was poor. The figures given show that about 750,000 tons of rice arrived in the Colony during the year.

Timber.—The increase of 9,663 tons, or 12.5 per cent., reported is due to the increased demand for Borneo hardwoods and American and Canadian pine, for house and ship-building. It is mostly sent on, in junks, to Canton.

Rattans.—The trade in rattans is an increasing one, though not to the extent indicated by the reports made to me, which show an increase of 2,426 tons or 267 per cent. The quantity reported in 1913 was 907 tons and in 1912, 3,333 tons. As a matter of fact, 10,588 tons were imported in the latter year, being an increase of about 11 per cent. Of this total, about 60 per cent. comes from the Straits Settlements, 30 per cent. from Java, and 10 per cent. from Borneo. About 1/3 is exported, raw, to Canton.

"REGENT" VIRGINIA CIGARETTES.



IN NEAT FLAT POCKET TINS—15 CENTS A TIN.
SAVE THE EMPTY TINS, FOR THEY CAN BE EXCHANGED FOR PICTURES.

NOW SOLD BY—
LANE, CRAWFORD & Co. KELLY & WALSH, LTD.
KRUSE & Co. A. S. WATSON & Co., LTD.
VICTORIA DISPENSARY.

Hongkong, 3rd June, 1914.

General.—Here I find an increase reported of 988,295 tons, or 43.6 per cent. This is probably a genuine increase, when allowance is made for the itemised descriptions of cargo reported as "general." It appears to be due to the state of the freight market during the greater part of the year, and serves to show that, however much the political state of China influenced certain branches of trade, the deficit was more than made up in other branches.

Export Cargo.—Under this heading were reported 2,881,318 tons, or nearly 15 per cent.

Transit Cargo.—There is shown an increase in transit cargo of 345,846 tons, or 7.5 per cent.

Large supplies of "MONTERRAT" Lime Juice have recently been shipped from London. Try a bottle to-day and you will find you are on a good thing.

SHIPPING IN PORT

STEAMERS.

AGAPKOR, British str., 7,565, R. A. Tillotson, 8th June—Poochow 7th June, General.—Butterfield & Swire.
ALMA, American str., 1,114, E. Triebel, 31st May—Manila 29th May, Ballast.—Marty & Co.
BANRI MARU, Japanese str., 2,368, T. Soga, 6th June—Java 29th May, General.—Order.
BOONDO, German str., 1,344, Joh. Koehler, 4th June—Sundakan 29th May, Timber.—Melchers & Co.
DAITEN MARU, Japanese str., 2,924, W. Nakagawa, 6th June—Chafoo 30th May, Coal.—Order.
DAIREN MARU, Japanese str., 2,393, Nani, 4th June—Mojri 29th May, Coal.—Suzuki & Co.
DUNERA, British str., 3,403, E. G. M. Dickinson, 8th June—Kobe 2nd June, General.—David Sassoon & Co.
FOOSHING, British str., 1,494, McAlpine, 6th June—Hongkong 4th June, Coal.—Jardine, Matheson & Co.
KIVIKEN, Norwegian str., 1,012, Angon, 6th June—Haiphong 6th June, Cement Stone.—Shewan, Tomes & Co.
ERANG, British str., 1,128, W. P. Baker, 6th June—Manila 6th June, General.—Jardine, Matheson & Co.
GERMANIA, German str., 5,341, C. Jepsen, 4th June—Sydney 18th April, Copra.—Siemssen & Co.
HAIYUN, British str., 641, J. W. Evans, 6th June—Swatow 8th June, General.—Douglas Lapraik & Co.
HOKKA MARU, Japanese str., 2,933, Katori, 27th May—Miki 21st May, Coal.—Mitsui Bussan Kaisha.
HORNOW, British str., 898, J. A. McCulloch, 8th June—Cebu 4th June, Ballast.—Butterfield & Swire.
HONGKONG, French str., 2,210, A. Marguerite, 6th June—Hothow 6th June, General.—A. R. Marty.
KAMAKURA MARU, Japanese str., 2,795, S. Nishimura, 8th June—Kobe 1st June, General.—Nippon Yusen Kaisha.
LANDMARK, German str., 1,612, A. Struve, 7th June—Saigon 3rd June, Rice.—Siemssen & Co.
LOKANG, British str., 679, D. W. Ritchie, 7th June—Swatow 6th June, General.—Jardine, Matheson & Co.
MICHAEL JENSEN, German str., 951, J. Jacobsen, 7th June—Swatow 6th June, General.—Chinese.
MUREX, British str., 2,953, Smart, 20th May 30th—Balik Papan 21st May, Bulk Oil.—Asiatic Petroleum Co.
NILE, British str., 3,135, Geo. S. Lapraik, 7th June—San Francisco and Manila 5th June, General.—Pacific Mail S.S. Co.
NOVARA, British str., 4,249, Hetherington, 8th June—Yokohama 28th May, General.—P. & O. S. N. Co.

WEATHER REPORT.

On the 10th at 10.15 a.m.—Pressure has increased slightly along the north-east coast of China and over S. Japan. It has increased considerably over central Japan.

Pressure changes in the South are small. The northern depression has passed into the Pacific.

A depression still lies over Tongking and a shallow depression lies between Shanghai and Formosa.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	S.W. to S. winds, moderate, equally, fair.
Formosa Channel	S. or variable winds, strong to moderate.
South coast of China between Hongkong and Loochoo	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

10TH JUNE, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind.	Weather.
Vladivostok	7a.	29.55	68	—	—	—	—	—
Nemuro	6a.	29.47	—	—	—	—	—	—
Hakodate	—	29.58	—	—	—	—	—	—
Tokio	—	29.67	—	—	—	—	—	—
Kobe	—	29.70	—	—	—	—	—	—
Nagasaki	—	29.74	—	—	—	—	—	—
Kagoshima	—	29.76	—	—	—	—	—	—
Oshima	—	29.77	—	—	—	—	—	—
Naha	—	29.81	—	—	—	—	—	—
Ishijima	—	29.78	—	—	—	—	—	—
Batavia	—	29.77	—	—	—	—	—	—
Chooko	—	29.77	68	65	W.S.W.	1	3	to
Wahaiwei	—	29.77	68	65	W.S.W.	1	3	to
Hankow	—	29.77	68	65	W.S.W.	1	3	to
Iohang	—	29.77	68	65	W.S.W.	1	3	to
Kiangling	—	29.77	68	65	W.S.W.	1	3	to
Changsha	—	29.77	68	65	W.S.W.	1	3	to
Shanghai	—	29.77	68	65	W.S.W.	1	3	to
Chungking	—	29.77	68	65	W.S.W.	1	3	to
Yenchow	—	29.77	68	65	W.S.W.	1	3	to
Amoy	—	29.77	68	65	W.S.W.	1	3	to
Swatow	—	29.77	68	65	W.S.W.	1	3	to
Takshu	—	29.77	68	65	W.S.W.	1	3	to
Tientsin	—	29.77	68	65	W.S.W.	1	3	to
Yokohama	—	29.77	68	65	W.S.W.	1	3	to
Manila	—	29.77	68	65	W.S.W.	1	3	to
Legaspi	—	29.77	68	65	W.S.W.	1	3	to
Cebu	—	29.77	68	65	W.S.W.	1	3	to
Labuan	—	29.77	68	65	W.S.W.	1	3	to

T. F. CHANTON, Director.

1. Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURES, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.

4. DIRECTION OF WIND, in two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF SKY, in plain sky, a detached cloud, a drizzling rain, fog, a gloomy, a bad lighting, a overcast, p. passing showers, q. equal, r. rain, s. snow, t. thunder, v. visibility, w. dew (eq.).

7. RAIN, in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 10th

	Previous Day	On Date	On Date
	at 2 p.m.	at 5 a.m.	at 2 p.m.
Barometer	29.79	29.78	29.83
Temperature	84	83	87
Humidity	76	81	71
Wind Direction	SW	SW	SW
Force	4	4	4
Weather	opq	opq	—
Rain	0.03	—	—

Highest open air Temperature on 9th ... 86

Lowest open air Temperature on 9th ... 81

HONGKONG TIDE TABLE.

From 11th to 17th June, 1914.

	High Water	Low Water
	H. Hong.	L. Hong.
Day	Mean Time	Mean Time
Thurs	11 m 0.51	11 m 3.4
Fri	12 m 10.32	12 m 3.4
Sat	13 m 11.45	13 m 3.4
Sun	14 m 11.45	14 m 3.4
Mon	15 m 11.45	15 m 3.4
Tues	16 m 11.45	16 m 3.4
Wed	17 m 11.45	17 m 3.4

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Hongkong, 27th May, 1914. [748]

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Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "ARCADIA," due in London on the 1st August, 1914.
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SECTIONS.									
1. From Green Island to the Harbour Master's Office.		2. From Harbour Master's Office to Black Point.		3. From Black Point to Naval Yard.		4. From Naval Yard to East Point.			
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	TYPE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.			
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. R. Le Mare, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 16th inst.			
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AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 30th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 31st inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 1st inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 2nd inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 3rd inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 4th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 5th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 6th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 7th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 8th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 9th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 10th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 11th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 12th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 13th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 14th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 15th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 16th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 17th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 18th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 19th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 20th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 21st inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 22nd inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 23rd inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 24th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 25th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 26th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 27th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 28th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 29th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 30th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 31st inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 1st inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 2nd inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 3rd inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 4th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 5th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 6th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 7th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 8th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 9th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 10th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 11th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 12th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 13th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 14th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 15th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 16th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 17th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 18th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 19th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 20th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 21st inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 22nd inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 23rd inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 24th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 25th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 26th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 27th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 28th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 29th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 30th inst.			
AMSTERDAM VIA SHANGHAI, SINGAPORE, COLOMBO, PORTSWAY, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 31st inst.			

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA	DELTA Capt. W. H. Sweeney, R.N.R.	About 17th June.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. H. G. Evans, R.N.R.	About 18th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. W. H. Sweeney, R.N.R.	20th June.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NELLORE Capt. J. Gaunt, R.N.R.	About 24th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th June, 1914

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHU"	On 11th June, 4 P.M.
SHANGHAI AND TSINGTAU	"KANCHOW"	On 13th June, 4 P.M.
MANILA, CEBU and ILOILO	"CHINIA"	On 16th June, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 16th June, 4 P.M.
SHANGHAI AND RAIPHONG	"SUNGKIANG"	On 17th June, 10 A.M.
SWATOW, WEIHAIWEI, CHEFOO, & TIENTSIN	"HUICHOW"	On 17th June, Noon.
SHANGHAI	"LUCHOW"	On 18th June, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 23rd June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SOBER STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE—THE TWIN SOBER STEAMERS "ANHU," "OR NAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 11th June, 1914.

TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. B. Hodgins	FRIDAY, 12th June, at 11 A.M.
"HAIYANG"	Capt. W. C. Peckmore	TUESDAY, 16th June, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 19th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"EALMUN"	Capt. A. H. Stewart	SUNDAY, 14th June, at 10 A.M.
"EALMUN"	Capt. A. H. Stewart	WEDNESDAY, 17th June, at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.,

Hongkong, 11th June, 1914.

GENERAL MANAGERS.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via STRAIT, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "AFRICA," 3,340 tons, will leave as above on 15th June, at 3 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabin, Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £36 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) FROM AND VENICE
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "E. F. FEEDLAND," 12,000 tons, will leave as above about 7th July.
These Steamers of large tonnage are fitted with comfortable one class accommodation for passengers. No surtax. Doctor, Stewardess, Wireless Telegraphy.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES: Trieste-London.

By SIMPLON EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Paris, Calais or Boulogne, Class 1 £22.15, 2nd £14.15, 3rd £9.15.
By ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Paris, Calais or Boulogne, Class 1 £22.15, 2nd £14.15, 3rd £9.15.

Via Venice, Cologne, Brussels, Ostend, Dover, Class 1 £22.15, 2nd £14.15, 3rd £9.15.
By TAVERN EXPRESS:
Via Munich, Cologne, Frankfurt, Class 1 £22.15, 2nd £14.15, 3rd £9.15.

S.S. "KORBER," 9,900 tons, will leave as above on 1st July, at 8 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
no KOBE via SHANGHAI, YOKOHAMA.

S.S. "SILESIA," 13,500 tons, (for Cargo only) will leave as above about 2nd July.
SANDER, WIELER & Co., AGENTS,
Hongkong, 3rd June, 1914, Prince's Building.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th June.	On 18th June, 10 A.M.
EASTERN	14th July.	On 10th July, 10 A.M.
ALDENHAM	1st August.	On 31st July, 10 A.M.
EMPIRE		On 28th Aug., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to—

GIBB, LIVINGSTON & Co.,

AGENTS.

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.

VIA SHANGHAI, MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots...TUES.,	16th June.
* NIPPON MARU	11,000 — 18 knots ...TUES	2nd June.
SHINYO MARU	22,000—21 knots...TUES.,	14th July.
CHIYO MARU	22,000—21 knots...TUES.,	4th Aug.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ... " " £96.10.
" " " SAN FRANCISCO	£45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

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BRITISH INDIA S. N. CO., LTD.

A PCAR LINE.

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S.S. "DUNERA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 11th June.
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